

**Date:** January 5, 2015

**To:** Cindy Hom  
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City of Milpitas Planning Department  
455 E Calaveras Blvd., Milpitas CA 95035

**Project:** **Proposed SpringHill Suites Milpitas**  
1201 Cadillac Ct., Milpitas CA 95035

**Re:** **Project Description, Design Statement, Best Management Practices & Construction Measures**

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**PROJECT DESCRIPTION & DESIGN STATEMENT**

The applicant proposes to do an adaptive reuse & expansion of an existing two-story commercial building and converting it into a 5-Story 124-Key SpringHill Suites by Marriott hotel.

The existing one-story portion at the west will be demolished to accommodate the recreational area of the hotel which includes an outdoor heated pool, spa, an outdoor patio seating with a fireplace and a fire pit. This area will also make way for a new 26'-0" drive aisle, resulting from the addition of landscape strips in between the existing rows of parking at the rear of the property.

The existing two-story at the east will be expanded vertically into a five-story hotel, with a total building area of 79,726 SF, of Type III-B construction, fully-sprinklered per NFPA 13. Hotel amenities include an outdoor heated pool, spa, outdoor patio seating with fire place and fire pit, business center, breakfast dining area, large meeting room, board rooms, lobby/lounge/communal circle, Wi-Fi lounge, indoor & outdoor bar, fitness room, vending area, sundry shop and guest laundry.

The new façade will feature contemporary elements with layering of façade elements such as floating wall panels to provide varying depths at guestroom windows. Large scale openings at public area windows are also provided to maximize the indoor/outdoor connection, natural light and views from the interior, establishing interest for the entry sequence. An iconographic porte cochere defines the hotel's main entry.

These are all signature elements consistent with the SpringHill Suites by Marriott prototype.

**BEST MANAGEMENT PRACTICES & CONSTRUCTION MEASURES**

The project also incorporates the attached best management practices and construction measures to avoid and/or minimize potential environmental impacts:

**Dust Control and Air Quality:**

- a) Shut down equipment when not in use for extended periods.
- b) Construction equipment shall operate no longer than eight cumulative hours per day.
- c) Use electric equipment for construction whenever possible in lieu of diesel or gasoline-powered equipment.
- d) Curtail use of high-emitting construction equipment during periods of high or excessive ambient pollutant concentrations such as "Spare-the-Air" days as declared by the Bay Area Air Quality Management District (BAAQMD).
- e) All construction vehicles shall be equipped with proper emissions control equipment and kept in good and proper tuning order to substantially reduce NOx emissions.
- f) On-road and off-road diesel equipment shall use diesel particulate filters if permitted under manufacturer's guidelines.
- g) On-road and off-road diesel equipment shall use cooled exhaust gas recirculation (EGR) if permitted under manufacturer's guidelines.

- h) All construction workers shall be encouraged to shuttle (car-pool) to retail establishments or to remain on-site during lunch breaks.
- i) All construction activities within the project area shall be discontinued during the first stage smog alerts.
- j) Construction and grading activities shall not be allowed during the first stage ozone alerts. First stage ozone alerts are declared when the ozone level exceeds 0.20 parts per million (one hour average).
- k) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- l) All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- m) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- n) All vehicle speeds on unpaved roads shall be limited to 15 mph.
- o) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- p) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- q) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- r) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

**Asbestos Abatement:**

- a) Prior to any demolition, onsite structures that contain asbestos must have the asbestos-containing material removed according to proper abatement procedures recommended by the asbestos consultant and as required by the BAAQMD.
- b) All abatement activities shall be in compliance with California and Federal OSHA, and with the BAAQMD requirements. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement.
- c) All asbestos-containing material removed from onsite structures shall be transported by persons licensed to handle asbestos-containing materials and shall be disposed at a licensed receiving facility under proper manifest.
- d) Following completion of the asbestos abatement, the asbestos consultant shall provide a report documenting the abatement procedures used, the volume of asbestos-containing material removed, and where the material was disposed. This report shall include transportation and disposal manifests or weight tickets.

**Lead-Based Paint Removal:**

- a) Prior to the issuance of a permit for the demolition of any structure, a licensed lead-based paint professional shall be contracted to evaluate the entire site for lead-based paint.
- b) Lead-based paint shall be removed according to proper abatement procedures recommended by the consultant and in accordance with SCAQMD, State of California and Federal requirements.
- c) Only lead-based paint trained and certified abatement personnel shall be allowed to perform abatement activities. All lead-based paint removed from these structures shall be hauled and disposed by a transportation company licensed to transport this type of material. In addition, the material shall be taken to a landfill or receiving facility licensed to accept the waste.
- d) Following completion of the lead-based paint abatement, the lead-based paint consultant shall provide a report documenting the abatement procedures used, the volume of lead-based paint removed, where the material was moved to, and include transportation and disposal manifests or weight tickets.

**Pre-construction/Pre-disturbance Surveys:**

- a) Prior to any tree removal, a qualified biologist shall survey the site for nesting raptors and other nesting birds within 14 days prior to any ground disturbing activity or vegetation removal. Results of the surveys will be forward to the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG) (as appropriate) and, on a case by case basis, avoidance procedures adopted. These can include construction

buffers areas (several hundred feet in the case of raptors) or seasonal avoidance.

- b) If construction activities will not be initiated until after the start of the nesting season, we recommend that all potential nesting substrates (e.g., bushes, trees, grasses, and other vegetation) that are scheduled to be removed by the Project be removed prior to the start of the nesting season (e.g., prior to 1 February). This will preclude the initiation of nests in this vegetation, and prevent the potential delay of the Project due to the presence of active nests in these substrates.

**Tree Preservation and Protection:**

- a) Identify a TPZ (Tree Protection Zone) for each tree to remain after the project closes. A TPZ is defined by a circle with a radius of 10-feet for every 1-foot of trunk diameter. Within the TPZ shall be identified a CRZ (Critical Root Zone) – a no man’s land within which no activity may occur without Project Arborist or City Arborist monitoring and/or sign-off. Unless otherwise specified, the CRZ shall be the larger of 3-foot-radius-circle or a circle with a radius of 3-feet for every 1-foot of trunk diameter.
- b) Supplemental watering should be provided for trees to remain as recommended by the Arborist Report dated 8/7/14.
- c) All work must conform to published ANSI A-300 Standards
- d) Approaching project commencement, when the foundations, driveways, and other hardscape features (including trenches) have been staked/located, then some pruning may likely be needed. Raising/clearance can be minimized for space to work. Root pruning along the lines within 15-feet on either side of mature trees’ trunks can sever roots cleanly, reducing shock to these trees’ systems. Root pruning prior to excavating for the foundations, driveways, etc. must be done to avoid excessive root damage (rips, tears, shatter, breakage). This is commonly performed with a trencher until 1-inch diameter roots are encountered, at which time the crew continues with exposing larger roots for hand pruning with a sharp saw (hand saw, Sawz-All®, or equivalent). This can be done by careful hand-digging or air/hydraulic excavation to avoid damaging tree roots.
- e) All project tree work performed before, during, or after construction is to be done by WCISA Certified Tree Workers under the supervision of an ISA Certified Arborist (or equivalents, if they possess sufficient skill for approval by Project Arborist). This includes all pruning, removals (including stump removals) within driplines of trees to be preserved, root pruning, and repair or remedial measures.
- f) Fencing and other root zone protection shall be in place before demolition or any other project site work.
- g) Fence material is to be 6-foot-high chain link fence supported by 8-foot long, 2-inch diameter galvanized fence posts driven 2-feet into the soil. A 24- to 36-inch opening or gate should be left for inspection access to each area.
- h) Where no plant material root zone buffer is growing (e.g. ivy), a wood chip mulch is to be spread evenly to a 4-inch depth from the dripline to 6-inches from the base of the trunk. Taper to existing ground level at the base of the trunk with a slope of about 2:1.
- i) Additional root zone areas requiring protection can be buffered as Project Arborist requires, e.g., if project scope changes. Commonly acceptable buffer materials often include wood chips, crushed rock, plywood, steel trench plates, and/or a combination of such materials. Consult Project Arborist for depth specifications (which vary depending on use of area and/or specific traffic).
- j) Root zone areas to be protected may be modified by the Municipal Arborist or Project Arborist as plans
- k) No parking or vehicle traffic over any root zones, unless using buffers approved by Project Arborist.
- l) No pouring or storage of fuel, oil, chemicals, or hazardous materials under these foliage canopies.
- m) No grade changes (cuts, fills, etc.) under these foliage crowns without prior Project Arborist approval. For instance, hand excavation and thinner base prep may be required in some root zone areas.
- n) Any additional pruning required must be performed under arborist supervision – including root pruning – clean, smooth cuts with no breaking, scraping, shattering, or tearing of wood tissue and/or bark.
- o) No storage of construction materials under any foliage canopy without prior Project Arborist approval.
- p) No trenching within the critical root zone area. Consult Project Arborist before any trenching or root cutting beneath any tree’s foliage canopy. It is best to route all trenching out from under trees’ driplines. Often trenches in root zones must be hand excavated to leave roots intact.
- q) No clean out of trucks, tools, or other equipment over the critical root zone. Keep this debris outside of any existing or future root zone.
- r) No attachment of signs or other construction apparatus to these trees.
- s) Monitor root zone moisture and maintain as per above (§4.2).

- t) Maintain/repair tree protection fences and/or root zone mulch/buffer material.
- u) Have a certified arborist promptly repair any damage to trees.
- v) Develop the plan for follow-up care so, as the project closes, the care of the trees can be handed over for continuing management by the owner and/or landscape contractor.
- w) Monitor root zone moisture, especially during/following drought//dry seasons. [A dry season is any time more than 60 days elapse since significant rainfall (2-inches or less).]
- x) Monitor root zone mulch (if used), maintain depth, and scarify (approximately once or twice annually) to break up compaction/matting.
- y) Monitor for insect pests and diseases, especially insects with sucking/chewing mouthparts in the ashes and maples.
- z) Inspect for structural safety before storm season and after severe storms.

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